



Draft TDM Element of Trans-Lake Multimodal Alternatives

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Washington State
Department of Transportation

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Overview

- TDM is assumed as part of the multimodal alternatives for further study in the EIS.
- The major components of the multimodal alternatives include:
 - Highway/HOV improvement options
 - High Capacity Transit
 - TDM program components

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2



TDM Recommendations from 1999 Trans-Lake Washington Study

- Analyze TDM strategies that build on and expand on commute trip reduction programs
- Analyze effect of committing “substantial resources” to TDM
- Include land use actions and trip reduction measures, while enhancing commercial traffic mobility



Study Committee Recommendations (continued)

- Develop interlocal corridor agreement
 - include trip reduction goals with milestones and monitoring plans
 - include cooperative funding plans
 - include incentive programs for employers, developers and others to reduce trips



Analysis for TDM Element Involves

- Review area programs and policies and interview local jurisdictions
- Draw on I-405 TDM Program, previous Trans-lake Study and Destination 2030 work products
- Analyze transportation forecasts and existing conditions data
- Develop and refine TDM element of multimodal alternatives
- Evaluate effectiveness, add details, develop cost estimates

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5



Developing a Corridor-based TDM Program

- Support Project Purpose and Need:
 - Improve mobility for people and goods across Lake Washington within the SR 520 corridor from Seattle to Redmond in a manner that is safe, reliable, and cost-effective, while avoiding, minimizing and/or mitigating impacts on affected neighborhoods and the environment.

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6



TDM Goals and Objectives (Draft Proposal)

Goals

- Reduce Vehicle Trips by increasing market share of carpools, transit, vanpools and non-motorized modes
- Shift trips from peak times
- Shorten or eliminate trips

Objectives

- Improve corridor mobility by managing demand
- Improve efficiency of transportation system
- Apply resources to maximize mobility benefits to the corridor
- Complement regional, corridor and local transportation programs

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7



Major Characteristics of the SR 520 Corridor

- Relatively high transit ridership and service
 - highest on the Eastside, connecting to Seattle's highest ridership and service areas



- The Eastside's most P&R lots (12) and highest utilization rates
- One of the area's highest average car occupancy rates
- Highest volume-to-capacity ratios
- Slowest vehicle speeds for both GP and HOV travel (<30 mph)

Source: 1997 Congestion Management
System Performance Report, PSRC

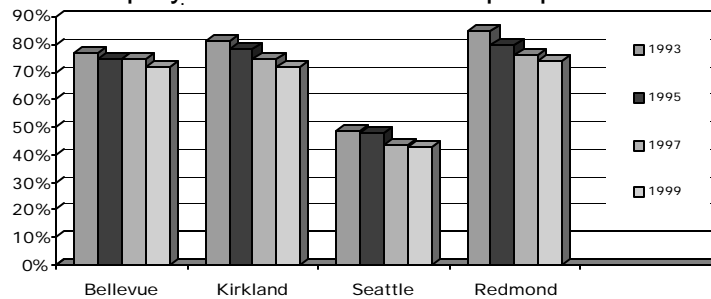
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8



The Rate of Drive-alone Trips Is Lower

CTR Program Reductions from 1993 to 1999
for employers with 100 or more people:



* CTR Program Results for 1993 to 1999. Source: WSDOT Office of Public Transportation and Rail.

Work trips are a large share of peak trips on SR 520. On SR 520, 88% of AM Peak and 69% of PM Peak across the lake were identified as work-related, based on the 1999 O/D Survey for Trans-Lake. This is a higher rate than shown in regional data sources.

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9



Non-Commute Trips Are Important

- Commercial trips
 - Freight transport
 - Service and business trips
- Trips for
 - Special events (sports, cultural)
 - School
 - Shopping, dining, entertainment
 - Other personal trips
- Less available data on these trips

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10



Proposed TDM Program Elements and Their Potential

TDM Element	Type of Trip			Trip Reduction Effect		
	Work	Non-Work	Comm'l	Shift Mode	Shift To Off-Peak	Shorten or Eliminate
Vanpooling	▶			▶		
Public Information and Promotion	▶	▶	▶	▶	▶	▶
Employer-Based	▶			▶	▶	▶
TDM-Supportive Land Use	▶	▶	▶	▶		▶
Public/Private Incentives	▶	▶	▶	▶	▶	▶
Pricing (Tolls or other travel costs)	▶	▶	▶	▶	▶	▶

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11



Proposed TDM Program Elements

TDM Element	Objectives
Vanpooling	<ul style="list-style-type: none"> • Substantially increase market share of vanpools • Make vanpools easier to form and use • <u>Provide incentives to employers and individuals</u>
Public Information and Promotion	<ul style="list-style-type: none"> • Focus on individual trip decisions. • Improve information services and understanding of trip choices through centralized information center • Provide special promotions or incentives, such as <u>"Flash your pass" discounts.</u>
Employer-Based	<ul style="list-style-type: none"> • Target trip reduction to employers not currently covered by CTR law • Provide technical assistance and incentives (tax credits, etc.) and subsidies (flexpass, parking cash out). • Encourage flexible work schedule and location options, <u>including telecommuting.</u>

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12



Proposed TDM Program Elements (continued)

TDM Element	Objectives
TDM-Supportive Land Use	<ul style="list-style-type: none">• Provide technical assistance and a funding pool to support transit oriented developments.• Support jurisdictional implementation of transportation-efficient land use actions• Provide incentives for individuals and businesses to locate in transportation-efficient areas.• Provide funding support for local connectivity improvements.



Proposed TDM Program Elements (continued)

TDM Element	Objectives
Public/Private Incentives	<ul style="list-style-type: none">• Provide support and incentives to businesses and organizations to reduce non-work vehicle trips and/or shift trips to off-peak.• Targets could include housing developments, retail centers, special event facilities, businesses (including freight transport and services).• Support individual incentive programs such as location-efficient mortgages, "One Less Car" campaigns, or car-share programs.• Provide funding for innovative public/private partnerships such as leased lots to support carpools, special event ridesharing, or shuttles.
Pricing (Tolls or other added travel costs)	<ul style="list-style-type: none">• Reduce trips by increasing trip costs.• Consider techniques that manage demand by mode, time of day, etc. Options include tolls, HOT lanes and parking costs.



TDM-Supportive Services & Facilities

- Added or expanded park-and-rides
- Shuttles or circulators
- Increased transit frequency or improved routes in underserved or over-capacity areas

Actions	Type of Trip			Trip Reduction Effect		
	Work	Non-Work	Comm'l	Shift Mode	Shift To Off-Peak	Shorten or Eliminate
TDM-Supportive Services & Facilities	▶	▶		▶	▶	▶

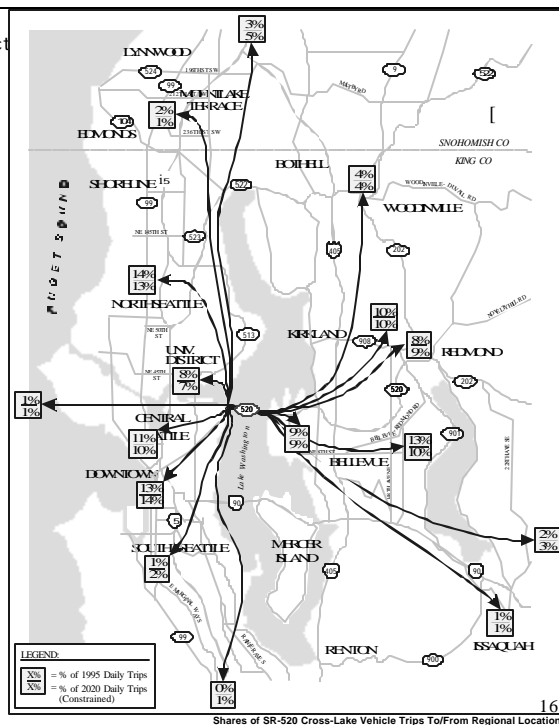
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15



Analysis Focus Areas

- Downtown Seattle
- Downtown Bellevue
- University District
- Downtown Redmond
- Overlake
- Central Seattle
- North Seattle
- Kirkland



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16



Data Sources

- Several good sources for TDM data
 - Vanpool market studies
 - Commute Trip Reduction data
 - TDM planning guide
 - Other local and national case studies
 - Puget Sound Regional Council panel surveys
- Some limitations to corridor-specific data

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17



Potential Cost and Effectiveness Ranges

TDM Element	20-year Costs*	Effectiveness Estimates** (Reduction in Daily VMT)
Vanpooling	\$60 Million to \$160 Million	Up to 8% by worksite +2.5% with fare subsidy
Public Information and Promotion	\$10 Million to \$30 Million	0.25% to 0.75%***
Employer-Based	\$90 Million to \$180 Million	2 to 20% by worksite
TDM-Supportive Land Use	\$20 Million to \$60 Million	Up to 10% in subareas, and up to 50% of peak work trips
Other Public/Private Incentives	\$40 Million to \$80 Million	Undetermined
Pricing (Tolls or other travel costs)	Revenue generation	6 to 10%
TDM Supportive Services and Facilities	\$80 Million to \$100 Million	0.5% to 3%
Trip Reduction Monitoring	\$2 million	N/A
TOTAL	\$250 Million to \$500 million	To be determined

* I-405 EIS and PSRC Destination 2030 (Draft) as general sources. Cost estimates for Trans-lake will be developed based on additional analysis.

** Based on previous Trans-Lake Washington Study estimates. *** Based on I-405 EIS estimates

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18



Next Steps

- Effectiveness estimates will be compared to current and forecast corridor conditions
 - Vehicle and person trip volumes
 - Existing and planned services/facilities
 - Mode split
 - Origin/Destination Patterns
 - Trip purpose and trip length
 - Travel time/speed competitiveness
 - Population and employment growth plans by subarea
 - CTR data by subarea
 - Surveys

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19



Next Steps

- Analysis will be used to:
 - Rate the effectiveness of the TDM investment for each multimodal alternative
 - Identify where additional resources would increase potential benefits
 - Suggest most promising TDM strategies by subarea
 - Suggest specific implementation steps

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20